

APPROVED

March 3, 2009

Michigan State
Administrative Board

Lansing, Michigan

February 17, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, February 17, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director of Department Administration Services, representing
Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Elaine Madigan, Executive Director of School Finance and School Law,
representing Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director,
Department of Transportation
Sherry Bond, Secretary

Absent: Robert J. Kleine, State Treasurer

Others Present:

Pat Quinn, Department of Attorney General; Linda Feldpausch, Elise Lancaster,
Janet Rouse, Department of Management and Budget; Amy Meldrum, Department
of Transportation; Janet Hunter-Moore, Department of Treasury; Wayne Workman,
R. W. Baird; Jim Bliss, Dickinson, Wright, PLLC; Chris Dembowski, Miller,
Canfield, Paddock, and Stone, PLC

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL
THEREOF:

Mr. Hank moved that the minutes of the regular meeting of February 3, 2009, be
approved and adopted. The motion was supported by Mr. Berger and unanimously
approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE
BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

CITY OF BIRMINGHAM, Clerk, 2/17/2009

ATTORNEY GENERAL,
Appellate Division, 02/17/2009
Opinions Division, 02 17 2009

DEPARTMENT OF CORRECTIONS, Correctional Facilities, 2/17/2009

DEPARTMENT OF EDUCATION, Office of School Improvement, 2/17/2009

DEPARTMENT OF TREASURY,
Bureau of Bond Finance-Administration, 02/17/2009
Michigan Higher Education Facilities Authority, 02/17/2009
Michigan Municipal Bond Authority, 02/17/2009
Michigan Public Educational Facilities Authority, 02/17/2009
Michigan State Hospital Finance Authority, 02/17/2009
Michigan Tobacco Settlement Finance Authority, 02/17/2009
School Bond Loan Program, 02/17/2009
State Finance Division, 02/17/2009

Mr. Hank moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

February 17, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on February 10, 2009. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Others: Socorro Guerrero, Matt Keck, Iris Lopez, Patricia Quinn, Jarrod Smith, Department of Attorney General; Lia Gulick, Lynda Zeller, Department of Corrections; Sergio Paneque, Department of Information Technology; Sherry Bond, James Burris, Melissa Castro, Cindy Collins, Elise Lancaster, Rebecca Nevai, Craig Orr, Janet Rouse, Kristi Thompson, Department of Management and Budget; Joe Fielek, Department of Treasury; Jim Bliss, Dickinson, Wright, PLLC; John Pirich, Honigman, Miller, Schwartz, & Cohn; Chris Dembowski, David Massaron, Miller, Canfield, Paddock, and Stone, PLC; Joseph Aoun, Nuyen, Tomtishen, & Aoun, PC; Lawrence Pomeroy, David Waymire, Prison Health Services, Inc.

The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be recommended to the State Administrative Board for approval with the withdrawal of Item 9. Supported by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

February 10, 2009 / February 17, 2009
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Correctional Facility – Drop Ship Warehouse Addition
File No. 472/09123.EEW - Index No. 53295
Low Responsive Bidder: Anderson Morris Construction, LLC, Grosse Ile;
\$1,121,885.00

Purpose/Business Case

The purpose of this contract is to construct a Drop Ship Warehouse Addition to the Administration Building at the Huron Valley Complex. Use of the addition will decrease the amount of commercial traffic having to enter the secure area of the prison to deliver goods to the facility.

Benefit

The State will benefit by decreasing the potential for a serious incident to occur if the commercial traffic is significantly reduced. This reduction in traffic will have a positive impact on the safety of the prisoners and staff at the facility.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in a serious incident occurring, including an escape attempt, if the commercial trucks continue to enter the facility at their current rate.

Zip Code

48197

2. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Men's Correctional Facility – HVAC Controls Upgrade – Administration Building
File No. 472/05210.EEW - Index No. 53151
Low Responsive Bidder: Building Automated Systems and Services, Sterling Heights; \$457,000.00

Purpose/Business Case

The purpose of this contract is to update the heating, ventilating, and air-conditioning (HVAC) controls and domestic water system from a pneumatic to a digital system.

Benefit

The State will benefit by providing a modern and efficient HVAC control system that will result in a large decrease in the amount of natural gas being used to produce the steam utilized to heat the buildings.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in a continuing negative impact on the Complex's operating budget. As energy costs increase, the impact on the operating budgets will grow proportionally.

Zip Code

48197

3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, TAYLOR – Taylor Armory – Armory Modifications
File No. 511/09135.RAN - Index No. 11674
Low Responsive Bidder: ABC Paving Company, Trenton; \$567,520.00

Purpose/Business Case

The purpose of this contract is to provide modifications to the vehicle storage compound to include replacing two underground storage tanks with one aboveground tank, modifying the wash rack, site drainage, and lighting.

Benefit

The State will benefit by having fuel stored in a modern/safe aboveground tank, site drainage corrected, and energy efficient lighting.

Funding Source

100% Federal Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the loss of Federal funding and leave DMVA with the existing underground storage tanks, drainage problems, and high energy costs.

Zip Code

48180

4. DEPARTMENT OF TRANSPORTATION, BAY CITY - Bay City Transportation Service Center - Building Addition
File No. 591/07245.MNB - Index No. 33008
Low Responsive Bidder: J.R. Heineman & Sons, Inc., Midland; \$496,000.00

Purpose/Business Case

The purpose of this contract is to renovate the existing building, install a geothermal HVAC system and construct a 2,460 square foot office, conference room, and storage addition. The existing facility is inefficient, and lacks sufficient space for the operations. In addition, the HVAC requires constant maintenance and wastes energy.

Benefit

The State will benefit by providing adequate and efficient space to serve the public and save energy.

Funding

100% State Trunkline Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the staff continuing to work in the existing inefficient space with high energy costs.

Zip Code

48706

5. DEPARTMENT OF NATURAL RESOURCES, MACKINAW CITY – Mackinaw City State Harbor of Refuge – Floating Pier System – Phase 4
File No. 751/02264.HRB - Index No. 99016
Low Responsive Bidder: Flotation Docking Systems, Inc., Cedarville;
\$2,291,124.00

Purpose/Business Case

The purpose of this contract is to install the piers necessary to complete the State Harbor of Refuge. The first three phases completed the break water, associated shore improvements and shore facilities. This phase provides the slips for public use and revenue generation.

Benefit

The State will benefit by providing an additional harbor of refuge in the Straits of Mackinac, an area heavily used by boaters and demonstrated to have a shortage of safe harbor slips.

Funding Source

100% Restricted Funds (Waterways Funds)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the continued shortage of safe harbor of refuge space in the heavily used Straits of Mackinac area.

Zip Code

49701

REVISIONS TO CONSTRUCTION CONTRACTS

6. DEPARTMENT OF TRANSPORTATION, WATERFORD – Oakland
Transportation Service Center – New Transportation Service Center
File No. 591/07242.MNB - Index No. 27000
Builders, Inc., Clarkston; CCO No. 5, Incr. \$92,518.00

Purpose/Business Case

The purpose of this change order is to remove and replace rubble found underground at the eastern parking lot, to extend the storm line and to revise the reception area.

Benefit

The State will benefit by having a parking lot with proper sub base to prevent settlement and provide for a complete storm line for site drainage.

Funding Source

100% State Trunkline Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in pavement that will settle under the imposed truck loads parked at this facility and a storm system that is not complete.

Zip Code

48342

7. DEPARTMENT OF NATURAL RESOURCES, DETROIT – Tri-Centennial State
Park and Harbor – Phase 2 Construction
File No. 751/01054.RCH - Index No. 99082
Anglin Civil Constructors, Inc., Novi; CCO No. 1, Incr. \$171,432.28

Purpose/Business Case

The purpose of this change order is remove buried concrete structures, and to install conduits for security cameras.

Benefit

The State will benefit by removing all underground obstructions to allow the construction of park features and install electric conduits for the security cameras.

Funding Source

90% Private Funds; 10% Restricted Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the contractor not being able to install park features, such as ponds and miscellaneous landscape, due to the presence of buried concrete. In addition, the security cameras will not be able to be installed.

Zip Code

48202

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Renovations - Lobby, 1st & 2nd Floors
File No. 071/06080.JRC - Index No. 44101
HBC Contracting, Lansing; CCO No. 5, Incr. \$18,445.63

Purpose/Business Case

The purpose of this change order is to stop water leaking into the building by providing the complete removal of existing mortar joints at 23 locations. The joints will then be cleaned, backer rods installed, tuck pointed and sealed.

Benefit

The State will benefit by having a water tight building and by protecting the new renovation work.

Funding Source

100% Building Occupancy Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in potential water damage to the newly renovated building.

Zip Code

48909

CONVEYANCE OF PROPERTY

9. Resolution of the State Administrative Board Approving the Conveyance of Property of the Department of Education Michigan School for the Deaf and Blind Residential Facilities and an Amendment to Lease

Legislative Back

Withdrawn

The Department of Education Michigan School for the Deaf and Blind Residential Facilities project was appropriated in PA 480 of 1996. The lease for the project was approved by the Legislature in HCR 18 of 1999. The project was bonded with the

Variable Rate Revenue Notes, Series 2000 (Facilities Program) and the lease was effective August 1, 1999.

Purpose/Business Case

The purpose of this resolution is to amend the existing lease. The Department of Education would like to engage in a lease that involves a playground located at the north end of the property.

Benefit

Amending this lease will allow the Department of Education to include a playground in the lease they are executing with a day care company.

Funding Source/Commitment Level

N/A

Risk Assessment

Failure to approve this lease amendment will prohibit the Department of Education from including the playground in the lease. Integra Realty Resources – Detroit, an outside appraisal company, has concluded that the rental amount assigned to this project will not change as a result of the proposed amended legal description.

Zip Code

48503

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Mr. Liedel presented the Building Committee Report for the regular meeting of February 10, 2009. After review of the foregoing Building Committee Report, Mr. Herzig moved that the Report covering the regular meeting held February 10, 2009, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

APPROVED

February 17, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **February 10, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Socorro Guerrero, Matt Keck, Patricia Quinn, Jarrod Smith,
Department of Attorney General; Lia Gulick, Lynda Zeller,
Department of Corrections; Carol Wolenberg, Department of
Education; Sergio Paneque, Department of Information Technology;
Sherry Bond, James Burris, Melissa Castro, Cindy Collins, Elise
Lancaster, Rebecca Nevai, Craig Orr, Janet Rouse, Kristi Thompson,
Department of Management and Budget; Brian DeBano, Department of
State; Joe Fielek, Department of Treasury; Walt Herzig, Lt.
Governor's Office; Dick Miles, Correctional Medical Services, Inc.;
Jim Bliss, Dickinson, Wright, PLLC; John Pirich, Honigman, Miller,
Schwartz, & Cohn; Chris Dembowski, David Massaron, Miller,
Canfield, Paddock, and Stone, PLC; Joseph Aoun, Nuyen, Tomtishen, &
Aoun, PC; Lawrence Pomeroy, David Waymire, Prison Health Services,
Inc.; Kelly Keenan

The Finance and Claims Committee supplemental agenda was presented.

Following discussion, Mr. Liedel moved that the supplemental agenda be
recommended to the State Administrative Board on February 17, 2009, for
approval. The motion was supported by Ms. Lopez and unanimously adopted.

The Finance and Claims Committee regular agenda was presented.

Mr. Keenan spoke on behalf of Correctional Medical Services, Inc. (CMS)
about the questions CMS had regarding the procurement process. He said
they attempted to address these questions with the State Administrative
Board members individually.

Mr. Dick Miles, the Chief Executive Officer for CMS, spoke regarding the serious concerns noted in their protest. He said their initial full risk bid was \$369 million dollars lower (than PHS) and their shared risk bid was \$60 million dollars lower (than PHS). He also said he understands the decision made by the State and will cooperate with the Department of Corrections during the transition to Prison Health Services, Inc. He said the procurement process had been a fair and open process.

Mr. Larry Pomeroy, the President of Prison Health Services, Inc. (PHS), spoke regarding his appreciation for the Department of Management and Budget's (DMB) and the Department of Corrections' (DOC) professional manner. He also said PHS is working to transition with the incumbent provider and will provide quality inmate health care to the State.

Ms. Lancaster, the Director of DMB's Purchasing Operations, said the procurement process was conducted with integrity and due diligence was done. CMS protested and the State welcomed the protest as it allows the State to double-check the process. She said she was confident the process was open, fair, and transparent for all. She said the Knowledge Management Team is an independent team that reviews the protest, interviews all involved, reviews the proposals, the JEC synopsis, and all emails. She said this procurement process earned the trust and confidence on this solicitation to provide health care to inmates.

Ms. MacDowell asked if there were any questions from the Board members and no questions were forthcoming.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the special State Administrative Board on February 10, 2009, for approval with Items 3(2) and 3(3) withdrawn by the Department of Management and Budget. The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**S U P P L E M E N T A L
A G E N D A**

2/6/09 1:15 version

FINANCE AND CLAIMS COMMITTEE

February 10, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

February 17, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1s. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|---|---|
| 1) | Lorax Environmental Services
Ltd.
Vancouver, B. C. Canada | \$ 57,150.00 Total
FY09-10 100% Restricted Funds
Impact Studies/Technical Review
of the Kennecott Eagle Minerals
Humboldt Mill application to
process ore from the Eagle Mine |
|----|---|---|

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF EDUCATION

- | | | |
|----|---|---|
| 1) | Systems Technology Group,
Inc.
Troy, MI | \$ 2,248,000.00 (3 years)
FY09-12 1005 Federal Funds
071I9200026 Item Bank System
for the Department of Education |
|----|---|---|

3s. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|---|---|
| 1) | Various Janitorial Services
Providers
(Listing on file) | \$ 1,858,020.00 (4 years)
FY09-13 100% Various Funding
071I9200009 Janitorial
Services for Bay Region for the
Departments Human Services,
Energy, Labor, and Economic
Growth, and Management and
Budget |
|----|---|---|

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

4s. **DEPARTMENT OF INFORMATION TECHNOLOGY**

1)	Gartner Group, Inc. Stamford, CT	\$ 233,000.00 Amendment \$ 1,150,100.00 New Total FY09 100% Revolving Funds 071B6200126 Additional funds for the IT Service Management Project (ITSM)
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5s. **DEPARTMENT OF MANAGEMENT AND BUDGET**

1)	Certified Document Destruction Wauseon, OH	\$ 100,000.00 Amendment \$ 815,805.00 New Total FY09 100% General Funds 071B4200074 Additional funding for a six-month option to the contract for Confidential Record Destruction Services- Statewide
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6s. **DEPARTMENT OF STATE**

1)	Solutions Through Software Henderson, NV	\$ 404,671.98 Amendment \$ 1,304,635.98 New Total FY09-10 100% Federal Funds 071B7200347 Additional funding for the Commercial Driver License Automated Test Systems - Phase 3
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SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

7s. DEPARTMENT OF TREASURY

- 1) Requests approval of a resolution entitled, "State Administrative Board Amended and Restated Resolution Authorizing the Issuance of State of Michigan General Obligation School Loan Refunding Bonds." These bonds have a not to exceed amount of \$400,000,000.00.
- 2) Requests approval of a resolution entitled, "State Administrative Board Resolution Authorizing the Issuance of State of Michigan General Obligation Bonds (Environmental Program and Refunding Bonds Series 2009A (Tax Exempt) and Series 2009B (Federally Taxable))." These bonds have a not to exceed amount of \$125,000,000.00.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Mr. Liedel presented the Finance and Claims Committee Report for the regular meeting of February 10, 2009. After review of the foregoing Finance and Claims Committee Report, Mr. Hank moved that the Report covering the regular meeting held February 10, 2009 and the supplemental agenda only from that meeting be approved. The motion was supported by Ms. Madigan and unanimously approved.

APPROVED

February 17, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on February 11, 2009. Those present
being:

Chairperson:	<u>Duane Berger, representing</u> Secretary of State Land	Approved _____
Member:	<u>Walt Herzig, representing</u> Lt. Governor Cherry	Approved _____
Member:	<u>James Shell, representing</u> Attorney General Cox	Approved _____
Others:	Sherry Bond, Janet Rouse, Department of Management and Budget; Julie Baldwin, Mike Blackledge, Scott Goeman, Connie Hanrahan, Amy Meldrum, Pat Scarlett, Betsy Steudle, Department of Transportation	

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Item 16 withdrawn. Supported by Mr. Herzig, the motion was
unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 11, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 17, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
CS 63082, JN 1008, Part A, Parcel 710

The subject tract is located in the City of Southfield, Oakland County, Michigan. Tract 710 contains approximately 20,365 square feet and abuts Northwestern Highway/US-10, and there is one abutting owner. The highest and best use of the tract was determined to be assemblage with the abutting land. MDOT entered into negotiations to sell the tract to the sole abutting owner, Rosemond Associates, Limited Partnership (Rosemond). The tract was appraised by an MDOT staff appraiser on February 15, 2007, at \$305,000. MDOT's appraisal was based upon the highest and best use as assemblage with the adjacent parcel. It also considered the parcel to be a buildable site. Rosemond contracted for its own appraisal and the tract was appraised by an MDOT approved appraiser on September 15, 2007, at \$122,000. Rosemond's appraisal was also based upon the highest and best use as assemblage with the adjacent parcel, but as surplus parking or greenbelt. Rosemond did not consider the property to be buildable.

The parties were unable to reconcile the difference in value between the two appraisals; therefore, MDOT combined Tract 710 with Tract 709 and prepared to sell the property at public auction on May 29, 2008. Rosemond subsequently brought suit against MDOT to prevent it from selling Tract 710 at public auction. The court ordered facilitation, and during that facilitation it was determined that Rosemond's appraisal of highest and best use as an assemblage parcel was more reasonable given the physical limitations of the parcel. Based upon further negotiations, Rosemond's appraisal was increased by 10 percent; the parties agreed that \$135,000 was an appropriate opinion of value. The tract was approved for sale by Matthew DeLong, Real Estate Division Administrator, on December 11, 2008, for the amount of \$135,000. Rosemond has submitted an Application to Purchase and Agreement of Sale, and a check in the amount of \$27,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: The sale price of this tract of excess property was arrived through court-ordered facilitation.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48034.

2. HIGHWAYS (Real Estate) – Resolution “B” (Easement – Wetland Mitigation Banking Site)
Control Section 50900, Job Number 75693

The subject property is located in the Township of Armada, Macomb County, Michigan, and contains approximately 76.38 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites. Conveying the easement to MDEQ will allow MDOT to construct a 29.1 acre wetland bank site that will be used for existing and future road projects. No money will be exchanged in the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Transportation Planning.

Criticality: This transaction will provide for wetland banking, which will be available for mitigation in connection with future transportation projects.

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on 76.38 acres of property in the Township of Armada, Macomb County, Michigan. The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites.

Benefit: Conveying the easement on the subject property will allow MDOT to construct a wetland banking site that will be used for current and future road projects, and the state will benefit from having 29.1 acres of new wetlands in advance of anticipated projects.

Funding Source: No money will be exchanged. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: If MDOT is unable to convey this easement to the MDEQ, MDOT will not be able to create a wetland bank site at this location. This will result in MDOT's non-compliance with an MDEQ permit on a project that has already been constructed. In addition, failure to convey the easement would delay MDOT's entire wetland banking program.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 48005.

3. HIGHWAYS (Real Estate) – Resolution “C” (Easement – Wetland Mitigation Banking Site)
Control Section 81031, Job Number 74079

The subject property is located in the Township of Bridgewater, Washtenaw County, Michigan, and contains approximately 45.23 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites. Conveying the easement to MDEQ will allow MDOT to construct a 27.8 acre wetland bank site that will be used for existing and future road projects. No money will be exchanged in the conveyance of this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Transportation Planning.

Criticality: This transaction will provide for wetland banking, which will be available for mitigation in connection with future transportation projects.

Purpose/Business Case: MDOT is proposing to convey an easement to MDEQ on 45.23 acres of property in the Township of Armada, Macomb County, Michigan. The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites.

Benefit: Conveying the easement on the subject property will allow MDOT to construct a wetland banking site that will be used for current and future road projects, and the state will benefit from having 29.1 acres of new wetlands in advance of anticipated projects.

Funding Source: No money will be exchanged. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: If MDOT is unable to convey this easement to the MDEQ, MDOT will not be able to create a wetland bank site at this location. This will result in MDOT's non-compliance with an MDEQ permit on a project that has already been constructed. In addition, failure to convey the easement would delay MDOT's entire wetland banking program.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 49236.

4. HIGHWAYS (Real Estate) – Resolution “D” (Release of Limited Access/Transfer to Governmental Agency for Transportation Purpose)

Tract 1205, Control Section 63192, Parcel 1859N, Part A, Parcel 1864, Part A

The subject tract limited access right-of-way and is located in the Township of Commerce, Oakland County, Michigan and contains approximately 275 lineal feet. The Road Commission for Oakland County indicated that the Release of Limited Access is needed for the M-5/Pontiac Trail/Martin Parkway roundabout project. The transfer of Release of Limited Access to a governmental agency for a transportation purpose requires a \$1 fee. The instrument of conveyance is subject to a permanent reversionary covenant whereby the purchaser agrees that the Release of Limited Access will be used for transportation purposes. If at any time the Release of Limited Access is not used for transportation purposes, the ownership of the property right will revert back to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Program & Property Management Services Unit, Project Development Section, Real Estate Division, on February 3, 2009. The Road Commission of Oakland County submitted an Application to Purchase and Agreement of Sale. The Release of Limited Access was not offered to local municipalities because it is a transfer to a governmental agency for a transportation purpose. The Release of Limited Access has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by state, local, and federal units of government.

Purpose/Business Case: The Release of Limited Access is required for transportation purposes to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Property rights used for transportation purposes are transferred to state agencies and local units of governments at no cost and include a permanent reversionary covenant.

Risk Assessment: If the Release of Limited Access is not transferred, MDOT would not be supporting the development of transportation infrastructure by local units of government.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48328.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0133) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels E45, E46, E47, E48, E49, and E50 at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$55,000. Source of Funds: FAA Funds (via block grant) - \$44,000; State Bond Funds - \$9,625; Antrim County Funds - \$1,375.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones (RPZ). The property acquisitions will allow the airport to meet this federal requirement for safety.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the land acquisition costs of parcels E45, E46, E47, E48, E49, and E50. These parcels are located in the approach to runway 02.

Benefit: By acquiring the easement rights, the airport will be able to clear the existing obstructions to the approach and control the RPZ.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Antrim County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49615.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Clearing

Contract (2009-0146) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for approach clearing for the phased construction of shifting and extending runway 9/27 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$354,000. Source of Funds: FAA Funds (via block grant) - \$336,300; State Restricted Aeronautics Funds - \$8,850; SMRAA Funds - \$8,850.

Criticality: Approach clearing for the proposed shift and extension of the primary runway is essential to creating a safer and more efficient system. Construction for the project is scheduled to begin in the spring. A delay could impact airport safety.

Purpose/Business Case: To provide for approach clearing for the phased construction of shifting and extending runway 9/27.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% SMRAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2009-0147) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for the design of the rehabilitation and expansion of the apron and for updates of the zoning plan, Exhibit A property map, and airport layout plan (ALP) at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$230,000. Source of Funds: FAA Funds - \$218,500; State Restricted Aeronautics Funds - \$5,750; Muskegon County Funds - \$5,750.

Criticality: Rehabilitation of the apron will restore the aircraft parking areas to original conditions. The apron expansion is needed to accommodate the current class of commuter aircraft, which need additional pavement for maneuvering to the gates. Delaying this project could impact aircraft utility and ground operations. The updates of the zoning plan, Exhibit A, and ALP will bring these documents into conformity with current federal policy and standards. Delaying the updates of these documents could hinder local planning efforts and negatively affect the grant eligibility of land and construction improvements that need to be displayed within them.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation and expansion of the apron and for updates of the zoning plan, Exhibit A property map, and the ALP.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The updated zoning plan, Exhibit A property map, and ALP will meet current FAA standards and requirements.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Muskegon County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49441.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Building Expansion

Contract (2009-0149) between MDOT and the Delta County Board of Commissioners will provide federal and state grant funds for the expansion of a building to store snow removal equipment (SRE) (phase 1) at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$779,923. Source of Funds: FAA Funds - \$740,927; State Restricted Aeronautics Funds - \$19,498; Delta County Funds - \$19,498.

Criticality: The expanded SRE building will provide sufficient space for storing and maintaining all of the airport's equipment, in accordance with FAA standards.

Purpose/Business Case: To provide for the expansion of an SRE building (phase 1).

Benefit: Will provide additional storage space needed for housing and maintaining the airport's equipment.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Delta County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49829.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2009-0150) between MDOT and the City of Marshall will provide federal and state grant funds for design engineering services for apron rehabilitation and fuel tank replacement at the Brooks Field in Marshall, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$23,750; State Restricted Aeronautics Funds - \$625; City of Marshall Funds - \$625.

Criticality: Rehabilitation of the apron will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injuries to ground personnel. The fuel tank replacement will update the existing deteriorated equipment, reduce potential negative environmental impacts, and improve overall airfield safety. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for the development of engineering plans for apron rehabilitation and fuel tank replacement.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Marshall Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49068.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Obstruction Clearing

Contract (2009-0151) between MDOT and the City of Hillsdale will provide federal and state grant funds for obstruction clearing from the approach to runway 10/28 at the Hillsdale County Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$818,000. Source of Funds: FAA Funds (via block grant) - \$654,400; State Bond Funds - \$143,150; City of Hillsdale Funds - \$20,450.

Criticality: This project will provide an obstruction-free approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity. Delaying the project could promote unsafe airport conditions by not addressing known obstructions.

Purpose/Business Case: To provide for obstruction clearing from the approach to runway 10/28.

Benefit: Will enhance airport safety by clearing existing obstructions to the approach.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Hillsdale Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were nine bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49242.

11. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number 89979 to a crossing of CSX Transportation, Inc., near the Village of Webberville, Ingham County. The improvements will include the addition of a cantilever and gate and the widening of the crossing from two lanes to three lanes to add additional capacity to alleviate queuing at Highway M-43/M-52, at which traffic becomes backed up on the tracks.

Estimated Funds:

Federal Highway Administration Funds	\$ 306,000
State Restricted Trunkline Funds	<u>\$ 34,000</u>
Total Funds	<u>\$ 340,000</u>

STR 33051 – 89979

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project already let and intended for construction in 2009. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate railroad improvements necessitated by the associated roadway project.

Benefit: Increased safety by providing advanced warning devices and adding gates at the crossing.

Funding Source: Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% federal, 10% state; based on estimate.

Risk Assessment: If the work were not performed, vehicle backups on the crossing would continue to increase.

Cost Reduction: Improvements are on railroad property, and CSX Transportation, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing.

Zip Code: 48892.

12. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2007-0509) between MDOT and Driesenga & Associates, Inc., will provide for as-needed inspection and testing services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. Work items include inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 15, 2010. The authorization amount will be \$350,380.41. The contract term is May 16, 2007, through May 15, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for projects in the Grand Region administered by the Muskegon TSC.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the projects may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2008-0028) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed technical assistance services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The work items include work to close out projects after construction in accordance with MDOT specifications, publications, and accepted practices. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$230,949.11. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed technical assistance services will allow the Muskegon TSC to ensure that highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed technical assistance services to be performed for the Muskegon TSC at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The work items include work to close out projects after construction in accordance with MDOT specifications, publications, and accepted practices.

Benefit: Will allow MDOT to close out projects in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: If this authorization is not approved, MDOT may not be able to close out projects to meet state and federal guidelines for construction oversight and the administration of highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0098) between MDOT and Rowe Incorporated will provide for as-needed technical assistance services to be performed for the Cass City Transportation Service Center (TSC) at various locations in Huron, Sanilac, and Tuscola Counties. The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through January 15, 2011. The authorization amount will be \$114,456.19. The contract term is January 16, 2008, through January 15, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The current as-needed authorization will expire on March 31, 2009. The as-needed technical assistance services will allow the Cass City TSC to fulfill construction requirements and ensure that all federal and state guidelines are met so that federal funding is not jeopardized.

Purpose/Business Case: To provide for as-needed technical assistance services to be performed for the Cass City TSC at various locations in Huron, Sanilac, and Tuscola Counties. The services will cover the 2009 construction season.

Benefit: Will provide for project file administration, in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction and could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48726.

15. HIGHWAYS - Cost Participation for Trunkline Inspection Contract
Contract (2008-5447) between MDOT and the City of Detroit will provide for participation in the following improvements:

Construction engineering services required in order to accommodate the Detroit Water and Sewerage Department watermain construction project at the following locations: along the east side of Highway I-75 (northbound) from Joslyn Road to Highway M-54 (Dort Highway), along Highway M-54 (Dort Highway) from Highway I-75 northerly to American Veterans Highway (Bristol Road), and along Highway M-15 (State Road) from Bristol Road to Lippincott Road, including inspection of the affected roadways and adjacent rights-of-way.

Estimated Funds:

City of Detroit Funds	<u>\$4,000,000</u>
Total Funds	<u>\$4,000,000</u>

25072, 25074, 25091, 25131, & 63173; Genesee and Oakland Counties
No Letting

Criticality: Without agreement, City construction could do damage to MDOT roadways.

Purpose/Business Case: To provide for reimbursement to MDOT for inspection of portions of a City of Detroit watermain construction project within MDOT right-of-way.

Benefit: Will provide for payment to MDOT for services rendered to the City.

Funding Source: City of Detroit Funds.

Commitment Level: 100% City of Detroit; based on estimate.

Risk Assessment: Without inspection, the City sewer project could do damage to MDOT roadways.

Cost Reduction: Reimbursement at actual cost. No cost to MDOT since funded 100% by City of Detroit.

Selection: N/A.

New Project Identification: Inspection of a City of Detroit watermain project.

Zip Code: 48439.

16. *HIGHWAYS – Feasibility Study

Contract (2009-0139) between MDOT and R.E. Technology, Inc., will provide for the conduct of a feasibility study on alternative energy sources for two MDOT rest areas in the Metro Region (CSs 82021 and 77111 - JN 104147C). The work items include conducting and coordinating all meetings needed to develop and document recommended alternatives, conducting an energy audit of each facility, providing descriptions and justifications for each alternative energy technology investigated, and identifying potential and future maintenance considerations associated with the recommended alternative(s). The contract will be in effect from the date of award through December 30, 2009. The contract amount will be \$78,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This contract will provide for the conduct of energy audits at two rest area facilities and an investigation of the feasibility of incorporating alternative energy technologies at the facilities to help reduce energy costs.

Purpose/Business Case: To provide for the conduct of energy audits at two rest area facilities and an investigation of the feasibility of incorporating alternative energy technologies at the rest areas. The rest areas are along I-94; one is near Belleville in Wayne County and the other is in St. Clair County.

Benefit: Incorporating alternative energy technologies at the two rest area facilities could reduce energy costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the contract is not approved, an opportunity could be lost to reduce energy costs at the rest areas.

Cost Reduction: This contract is on a loaded hourly rate basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is a study.

Zip Code: 48075.

17. *HIGHWAYS - Vehicle Infrastructure Integration Services

Contract (2009-0145) between MDOT and the Regents of the University of Michigan will provide for the design and development of an open-source Vehicle Infrastructure Integration (VII) platform and applications. The contract will be in effect from the date of award through March 1, 2012. The contract amount will be \$250,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Key VII technologies related to this project will be demonstrated at the 2009 ITS- Michigan Annual Meeting and Exposition and at the 2009 American Association of State Highway and Transportation Officials (AASHTO) Mississippi Valley Conference to promote understanding of VII concepts and the VII program. Demonstrations will include a Traffic Management Center set up that will use VII technology to display real-time VII demonstration vehicle information.

Purpose/Business Case: This is one of two contracts with Michigan universities to develop a set of open platform software programs for the VII program. This project is intended to demonstrate the effectiveness of VII in terms of data collection, traffic management, and in-vehicle applications. The program will also help to jump-start the national VII program by developing an open-source platform for software that can be built upon by the entire VII community.

Benefit: The VII program aims to improve safety and mobility on Michigan roads. This project will help to accelerate VII deployment.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project is intended to accelerate the development and deployment of VII in Michigan and nationally. Failure to approve this project could set the program back, delay the benefits of VII, and jeopardize Michigan's standing as a leader in VII.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

18. *HIGHWAYS – Design Engineering Services

Contract (2009-0155) between MDOT and Advanced Underground Inspection, LLC, will provide for design services to be performed for culvert video investigation, including cleaning and videotaping below I-94 from 17 ½ Mile Road to 29 Mile Road, Calhoun County (CS 13083 – JN 869700). The work items include providing a summary report indicating culvert location, size, length, construction material, general condition, and types of defects/deformities and giving an explanation of difficulties encountered. The contract will be in effect from the date of award through August 31, 2009. The contract amount will be \$26,466.12. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: MDOT needs to assess if existing culverts will remain in viable condition through the design life of the project or if they should be repaired or replaced as part of or prior to the project. This contract is to aid in the design of a major rehabilitation project that will mitigate the poor condition of the pavement in a 2009 construction project. Delay of the design work would delay the construction of the project.

Purpose/Business Case: To provide for design services to be performed for culvert video investigation, including cleaning and videotaping below I-94 from 17 ½ Mile Road to 29 Mile Road, Calhoun County.

Benefit: MDOT will be able to make necessary culvert corrections in a timely manner and with minimal inconvenience to motorists.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, culverts in poor condition could remain in place during construction and fail at a later date, requiring emergency repair measures.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48068.

19. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5004) between MDOT and the City of Detroit will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work, including ornamental street lighting, concrete bollard, and decorative concrete sidewalk work, at the following locations:

Park Street from Woodward Avenue to Adams Street
Witherell Street from Woodward Avenue to Adams Street
Adams Street from Park Street to Witherell Street
Grand River Avenue from Bagley Avenue to Broadway Avenue
Clifford/John R Street from Washington Boulevard to Broadway Avenue
Gratiot Avenue from Orleans Street to East Vernor Highway

Estimated Funds:

Federal Highway Administration Funds	\$ 993,013
City of Detroit Funds	\$ 249,987
Total Funds	<u>\$1,243,000</u>

STE 82131 – 100801; Wayne County
Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not to be expended on any other activity. If Michigan does not use these funds, they will be made available to other states, and Michigan residents will lose out on the benefits afforded by the use of these funds in Michigan. In addition, the agency receiving these funds has already invested significant local dollars in the planning and designing of this project and is depending on the Transportation Enhancement Activities Funds for project construction. Delaying this project would adversely impact the agency, as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.
Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds.
Commitment Level: \$993,013 not to exceed 80% federal and the balance by City of Detroit; based on estimate.
Risk Assessment: Without this contract, the City cannot receive the federal funds.
Cost Reduction: Low bid.
Selection: Low bid.
New Project Identification: New enhancement of existing roadways.
Zip Code: 48826.

20. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2009-5007) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Sturm Road from Highway M-142 to Hartley Street, along Caseville Road from Sebawaing Road to Weale Road, and along Weale Road from Caseville Road to Highway M-142.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$249,093, which is met in part by the \$225,133 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

Estimated Funds:

State Restricted TED Funds	\$ 996,367
Huron County Road Commission Funds	<u>\$ 225,133</u>
Total Funds	<u>\$1,221,500</u>

EDA 32522 - 105574

Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds and Huron County Road Commission Funds.

Commitment Level: 82% state up to \$996,367 and the balance by the Huron County Road Commission; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48755.

21. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2009-0131) between MDOT and the Monroe County Road Commission will provide for the construction of a chemical storage facility in the Township of Summerfield, Monroe County. The contract will be in effect from the date of award through two years. The contract amount will be \$750,000. Source of Funds: 50% State Restricted Trunkline Funds and 50% Monroe County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the township of Summerfield. The chemical storage building will be a high arch wooden walled facility with a capacity of approximately 10,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 50% State Restricted Trunkline Funds and 50% Monroe County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Monroe County. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48161.

22. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2009-0141) between MDOT and the Lapeer County Road Commission will provide for the construction of a chemical storage facility in the City of Lapeer, Lapeer County. The contract will be in effect from the date of award through two years. The contract amount will be \$800,000. Source of Funds: 60% State Restricted Trunkline Funds and 40% Lapeer County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the city of Lapeer. The chemical storage building will be a concrete walled facility with a capacity of approximately 5,800 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 60% State Restricted Trunkline Funds and 40% Lapeer County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Lapeer County. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48446.

23. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0157) between MDOT and Muter & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

24. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0042) between MDOT and the City of Greenville will add a new line item for facility renovation, will transfer \$4,387 from the vehicle purchase line item to fund the new line item, and will extend the authorization term by three months to provide sufficient time for the City to complete the project. This revision is requested so the City can fund repairs for damage to the bus garage caused by the severe winter weather. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through June 13, 2009. The authorization amount remains unchanged at \$60,736. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$48,589; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,147.

Criticality: Approval of this revision at this time is critical to allow the City to make essential building repairs.

Purpose/Business Case: To provide for a new line item for facility renovation, to transfer \$4,387 from the vehicle purchase line item to fund the new line item, and to extend the authorization term by three months.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$48,589; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,147.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48838.

25. TRANSPORTATION PLANNING – Transportation Planning Activities

Authorization Revision (Z39/R1) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will increase the authorization amount by \$242,184 to the amount in SEMCOG's federally-approved Unified Work Program (UWP). The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The revised authorization amount will be \$383,718. The authorization term remains unchanged, July 1, 2008, through June 30, 2009. The term of the master agreement is October 1, 2005, through September 30, 2009. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% SEMCOG Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet the federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in SEMCOG's federally-approved UWP. The additional funds are necessary for the completion of the transportation planning activities in the UWP.

Benefit: Will provide needed funding for the activities in SEMCOG's UWP.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 81.85% FHWA Funds and 18.15% SEMCOG Funds.

Commitment Level: The costs of projects are based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If this revision is not approved, SEMCOG may not have sufficient funds to complete the activities in the UWP, and federal funds could be lost.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

26. TRANSPORTATION PLANNING - IDS University Research Services

Authorization Revision (Z1/R3) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will extend the authorization term by approximately three months to provide sufficient time for MSU to complete the research services. The additional time is needed because of unforeseen delays in accessing a critical archaeological site and staffing circumstances beyond the control of MSU. The original authorization provides for the undertaking of new archaeological research that will expand the previous research model to include complete coverage of the Lower Peninsula and the eastern half of the Upper Peninsula. The project also provides for the development of a new model directed at dune context statewide for archaeological sites. The revised authorization term will be October 11, 2005, through June 1, 2009. The authorization amount remains unchanged at \$261,421. The contract term is from October 10, 2005, through October 9, 2008, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Delays outside of MSU's control have delayed the project. This revision will provide sufficient time for MSU to complete the final report and create a pamphlet. MDOT projects must be reviewed for potential impacts on archaeological resources. This project could help to streamline the process.

Purpose/Business Case: To provide sufficient time for the university to complete the final report and create a pamphlet. This work will be completed in advance of publication of the report as the second volume in MDOT's Environmental Research Series.

Benefit: Will allow completion of the report for publication and the pamphlet for distribution. The project includes the development of a predictive model for archaeological site potential in sand dune/eolian contexts that has practical management applications and could help to streamline the transportation planning process.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is an actual cost contract.

Risk Assessment: If this revision is not approved, the research services may not be completed and MDOT may not receive the final deliverables.

Cost Reduction: Costs are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed services.

Selection: N/A for revision; N/A for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48824.

27. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Authorization Revision (Z3/R1) under Master Agreement (2009-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will increase the authorization amount by \$47,264 in previously obligated FY 2008 funds. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Muskegon metropolitan area. The authorization term remains unchanged, October 1, 2008, through September 30, 2009. The revised authorization amount will be \$171,264. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% WMSRDC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet the federal requirements set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount by \$47,264 in previously obligated FY 2008 funds. The additional funds are needed for the completion of the approved activities.

Benefit: Will provide sufficient funding for activities to raise public awareness of the Ozone Action Day Program in the Muskegon area.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 80% FHWA Funds and 20% WMSRDC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If this revision is not approved and the activities are not completed, an opportunity could be lost to raise public awareness of the Ozone Action Day Program in the Muskegon area, and federal funds could be lost.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

28. *TRANSPORTATION PLANNING - Nighttime Safety Belt Usage Campaign

Memorandum of Understanding (MOU) (2009-0124) between MDOT and the Michigan Department of State Police (MSP) will provide for the development and implementation of a public awareness campaign on the importance of nighttime safety belt use. The MOU will be in effect from the date of award through September 30, 2009. The MOU amount will be \$45,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Seat belt use greatly reduces vehicle crash injuries and fatalities. Michigan is one of the leading states in the use of vehicle seat belts, with 97.2 percent daytime usage. However, the nighttime use of seat belts is much lower, and violators are frequently impaired drivers and young drivers. This MOU will transfer State Planning and Research (SPR) funds from MDOT to MSP for the development of a public media campaign to promote the use of seat belts at night that will target the audiences known to be in violation.

Purpose/Business Case: To provide for the development of a public awareness campaign on the importance of seat belt use for nighttime drivers to increase compliance with state law and reduce injuries and fatalities resulting from nighttime vehicle crashes.

Benefit: Will promote compliance with existing seat belt laws for nighttime drivers to effectively reduce injuries and fatalities resulting from nighttime vehicle crashes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: MDOT will provide funding for this project through its SPR program.

Risk Assessment: If the MOU is not approved and the project is not undertaken, an opportunity will be lost to increase nighttime seat belt use and reduce injuries and fatalities in nighttime vehicle crashes.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

SUBCONTRACTS

29.	Sanisweep, Inc. 0-3450 Riverhill Drive Grand Rapids, MI 49544	Low Bid:	\$ 20,000
		1st Optional Year	\$ 20,000
		2nd Optional Year	\$ 20,000
		Engineer's Estimate:	\$ 20,000
		Over/Under:	- 0.0%

Description of Work: Street Sweeping

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for street sweeping on various trunklines throughout Ionia County. Costs are based upon a set unit cost per mile, including bridge decks. This project has unknown quantities because services include call out sweeping. MDOT found the cost to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the debris on roadways will build up over time, disrupting proper drainage of state trunklines. The backup of drainage could lead to road flooding, which could result in costly future repairs and hazardous road conditions.

Purpose/Business Case: To provide for street-sweeping with vacuum type equipment along state trunklines and barrier walls and for debris disposal on state trunklines in Ionia County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49544.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

30. M-15 (State Road) at Flint Street, City of Davison, Genesee County
25092-01-001

	<u>Estimated Installation Cost</u>
City of Davison Funds	\$ 2,907
State Restricted Trunkline Funds	\$ 2,908
FHWA Funds	<u>\$ 58,145</u>
Total	<u>\$ 63,960</u>

31. M-90 (Main Street) between Walter Street and Maple Valley Road, City of Brown City, Sanilac County
74023-08-005

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 2,438
FHWA Funds	<u>\$ 24,377</u>
Total	<u>\$ 26,815</u>

Criticality: It is necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs for the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT uses the information from completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as set forth in the individual cost agreements for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for installation operation.

Cost Reduction: Fixed costs as set forth in the cost agreements.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48423, 48416.

STATE PROJECTS

- 1.78 mi of hot mix asphalt road reconstruction, construction of two roundabouts, bicycle lanes, on-street parking, curb and gutter, drainage structures and storm sewer, watermain, sidewalks and ramps, modernization of traffic signals, streetscape, and pavement markings on I-94BL (Main Street) from River Street to M-139 (North Fair Avenue) in the city of Benton Harbor, Berrien County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 11,205,726.88	Same	1 **
Kalin Construction Co., Inc.	\$ 11,263,108.64	Same	2
Kamminga & Roodvoets, Inc.	\$ 12,577,102.28	Same	3
Selge Construction Co., Inc.	\$ 12,982,609.67	Same	4
Northern Construction Services, Co.	\$ 14,558,787.12	Same	5
Diversco Construction Company Inc.	\$ 15,101,917.73	Same	6
Michigan Paving and Materials Co.			
Robert Bailey Contractors, Inc.			
Schippers Excavating, Inc.			
Fisher Contracting Company			
Balkema Excavating, Inc.			
Crider and Crider Inc.			
Milbocker and Sons, Inc.			
Brenner Excavating, Inc.			
Peters Construction Co.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

2/12/09

Purpose/Business Case: This project is a combination of Road Preservation and the Enhancement Program. The Road Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

103422A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	20.00 %

86206A

City of Benton Harbor	11.68 %
Federal Highway Administration Funds	73.00 %
State Restricted Trunkline Funds	15.32 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49022.

- 12.93 mi of concrete pavement repair, bridge work, deck replacement, and approach work on I-696 from Halsted Road to Scotia Road and on 42 structures on I-696, US-24, M-10, and M-1 in the cities of Farmington Hills, Huntington Woods, Lathrup Village, Oak Park and Southfield, Oakland County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 13,433,143.04	Same	1 **
J. Slagter & Son Construction Co.	\$ 15,348,083.33	Same	2
Walter Toebe Construction Co.	\$ 15,736,261.11	Same	3
Posen Construction, Inc.	\$ 15,958,894.67	Same	4
Angelo Iafrate Construction Company			
Anlaan Corporation			
Midwest Bridge Company			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

89759A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

89883A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

89893A

City of Farmington Hills	0.54 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.46 %

90280A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48336.

34.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902003	\$ 3,589,907.09	\$ 3,193,821.53
	PROJECT EBSL 75031-75468, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 25, 2009		-11.03 %

9.18 mi of hot mix asphalt base crushing, shaping, and resurfacing, roadway realignment, and wetland mitigation on M-94 from Riverview Road northerly to north of Dodge Lake Road, Schoolcraft County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 3,193,821.53	Same	1 **
Bacco Construction Company	\$ 3,437,594.46	Same	2
Rieth-Riley Construction Co., Inc.	\$ 3,470,689.50	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: Crush and shape, curve realignment, hot mix asphalt resurfacing, guardrail upgrades, wetland mitigation and drainage improvements on M-94 from Riverview Road to Dodge Lake Road and create a four acre wetland mitigation site (JN 104964A) as mitigation for the realignment of M-94 (JN 75468) for traffic safety purposes.

Benefit: This construction contract will provide a safer and improved traffic flow. Creating of a wetland mitigation site will ensure that the impacts to the existing wetland due to the reconstruction project are addressed.

Funding Source:

104964A

Federal Highway Administration Funds	81.85 %
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State Restricted Trunkline Funds	18.15 %
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75468A

Federal Highway Administration Funds	81.85 %
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State Restricted Trunkline Funds	18.15 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationship with the motoring public in the area may be compromised. They are anticipating the completion of this project as announced. Not fixing the problems of the existing roadway will result in reduced safety and increased vehicle maintenance and operational costs to the motoring public. Failure to create a wetland mitigation site will result in the inability to acquire the required permits from DEQ to construct the proposed road project and may jeopardize the ecosystem services and public health benefits provided by the wetland on-site.

Cost Reduction: With the reconstruction of the existing roadway, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit from the improved roadway which will provide for safer and efficient traffic flow.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49854.

- 8.89 mi of hot mix asphalt cold milling and resurfacing, widening, joint repairs, concrete curb and gutter, and drainage work on M-37 from the Muskegon River northerly to the south city limits of White Cloud, Newaygo County. This project includes a 5 year materials and workmanship pavement warranty and a 3 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 2,472,457.34	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 2,586,396.72	Same	2
Michigan Paving and Materials Co.	\$ 2,912,954.38	Same	3
Aggregate Industries-Central Region			
Omans Contracting, Inc.			

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

101339A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
87698A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
90104A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

Zip Code: 48759.

9.83 mi of high-tension cable and guardrail type TD median barrier construction, embankment construction, and crossover relocation on I-75 from north of US-2 overpass northerly to south of the Mackinac/Chippewa county line in the city of St. Ignace, Mackinac County.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49781.

Zip Code: 48170.

Zip Code: 49242.

A 2009 highway preventive maintenance project.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Zip Code: 48817.

Zip Code: 49822.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 4,427,059.60	Same	1 **
M & M Excavating Co., Inc.	\$ 4,618,522.92	Same	2
Rieth-Riley Construction Co., Inc.	\$ 4,955,491.10	Same	3
Fisher Contracting Company	\$ 4,992,658.10	\$ 4,992,619.10	4
D.J. McQuestion & Sons, Inc.	\$ 5,541,677.81	Same	5
Bacco Construction Company			
MDC Contracting, LLC			
Milbocker and Sons, Inc.			
Oberstar Inc.			
Kamminga & Roodvoets, Inc.			
Bolen Asphalt Paving, Inc.			

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

79585A

City of Cheboygan	3.21 %
Federal Highway Administration Funds	80.20 %
State Restricted Trunkline Funds	16.59 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49721.

43. LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
PROPOSAL 0902014	\$ 916,145.15	\$ 849,155.34
PROJECT STH 82125-87946		
LOCAL AGRMT. 08-5467		% OVER/UNDER EST.
START DATE - APRIL 20, 2009		
COMPLETION DATE - JUNE 12, 2009		-7.31 %

1.21 mi of concrete lane drop and taper extension with concrete shoulder, minor drainage improvements, signing, pavement markings, and guardrail upgrades on I-96/I-275 northbound from north of 5 Mile Road northerly to north of 6 Mile Road in the city of Livonia, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 849,155.34	Same	1 **
Angelo Iafrate Construction Company	\$ 869,182.84	Same	2
John Carlo, Inc.	\$ 892,543.30	Same	3
Florence Cement Company	\$ 900,542.95	Same	4
Stante Excavating Co., Inc.	\$ 970,357.02	Same	5
C & G Myers Construction, LLC	\$ 977,352.63	Same	6
DeAngelis Landscape, Inc.	\$ 989,750.00	Same	7
Peter A. Basile Sons, Inc.	\$ 996,192.31	Same	8
Fonson, Inc.	\$ 1,077,374.64	\$ 1,077,370.64	9
Verdeterre Contracting, Inc.			
Snowden, Inc.			
Major Cement Company			
Six-S, Inc.			
Lacaria Construction, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87946A

Federal Highway Administration Funds	90.00 %
City of Livonia	1.22 %
State Restricted Trunkline Funds	8.78 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48154.

44. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902023
 PROJECT STH 82125-87945
 LOCAL AGRMT. 08-5481
 START DATE - AUGUST 01, 2009
 COMPLETION DATE - SEPTEMBER 26, 2009

ENG. EST.
 \$ 497,351.89

LOW BID
 \$ 499,791.17

% OVER/UNDER EST.
 0.49 %

0.23 mi of concrete ramp reconstruction and widening, drainage improvements, sign replacement, and curb and gutter on the M-102 (8 Mile Road) eastbound ramp to I-275 southbound in the city of Livonia, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

25.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 499,791.17	Same	1 **
Interstate Highway Construction	\$ 510,667.80	\$ 510,542.80	2
Peter A. Basile Sons, Inc.	\$ 511,081.10	Same	3
Dan's Excavating, Inc.	\$ 512,005.54	Same	4
Six-S, Inc.	\$ 513,753.72	Same	5
Doan Construction Company	\$ 527,539.31	Same	6
Lacaria Construction, Inc.	\$ 674,651.38	\$ 674,631.38	7
Midwest Bridge Company			
Pamar Enterprises, Inc.			
Snowden, Inc.			
Major Cement Company			
Goretski's Construction Company			
Kelcris Corporation			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87945A

Federal Highway Administration Funds	90.00 %
City of Livonia	0.36 %
State Restricted Trunkline Funds	9.64 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48152.

45.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902025	\$ 1,039,509.56	\$ 970,873.94
	PROJECT EBSL 58042-103246		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 18, 2009		
	COMPLETION DATE - JULY 15, 2009		-6.60 %

7.79 mi of microsurfacing, hot mix asphalt ultra-thin, medium volume overlay, and overband crack filling on M-50 from west of Lewis Avenue easterly to US-24, Monroe County. This project includes two 2 year pavement performance warranties.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 970,873.94	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,052,661.63	Same	2
Gerken Paving, Inc.	\$ 1,107,954.08	Same	3
Terry Asphalt Materials, Inc.	\$ 1,135,207.54	Same	4
Ajax Paving Industries, Inc.	\$ 1,138,313.38	Same	5
Fahrner Asphalt Sealers, LLC.			
Pavement Maintenance Systems, LLC			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103246A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48161.

46. LETTING OF FEBRUARY 06, 2009 ENG. EST. LOW BID
 PROPOSAL 0902027 \$ 6,871,470.62 \$ 5,986,110.44
 PROJECT IM 38101-88258, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 06, 2009
 COMPLETION DATE - MAY 15, 2009 -12.88 %

Bridge removal and reconstruction, cold milling and resurfacing hot mix asphalt overlay, and concrete patches on Hawkins Road over I-94 and on I-94 from West Avenue easterly to Sargent Road, Jackson County. This project includes two 3 year pavement performance warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 5,986,110.44	Same	1 **
Aggregate Industries-Central Region	\$ 6,424,547.69	Same	2
J. Slagter & Son Construction Co.	\$ 6,705,583.65	Same	3
Anlaan Corporation	\$ 6,885,374.34	Same	4
Dan's Excavating, Inc.	\$ 7,070,851.19	Same	5
Posen Construction, Inc.	\$ 7,101,990.28	Same	6
Milbocker and Sons, Inc.	\$ 7,506,424.73	Same	7
E. C. Korneffel Co.	\$ 7,775,913.14	Same	8
Rieth-Riley Construction Co., Inc.	\$ 8,168,953.45	Same	9
E.T. MacKenzie Company			
D.J. McQuestion & Sons, Inc.			
Fisher Contracting Company			
C. A. Hull Co., Inc.			
Hardman Construction, Inc.			
Kamminga & Roodvoets, Inc.			
DeAngelis Landscape, Inc.			
Dunigan Brothers, Inc.			
Walter Toebe Construction Co.			

9 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

103301A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

88258A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49202.

47. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902031
 PROJECT STE 83061-79356, ETC
 LOCAL AGRMT. 08-5500
 START DATE - APRIL 06, 2009
 COMPLETION DATE - OCTOBER 31, 2011

ENG. EST.
 \$ 4,348,110.56

LOW BID
 \$ 4,272,889.48

% OVER/UNDER EST.
 -1.73 %

1.57 mi of hot mix asphalt pavement reconstruction, curb and gutter replacement, drainage improvements, streetscape, utility upgrades, railroad crossing approach reconstruction, and traffic signal upgrading on US-131BR from south of Pearl Street northerly to north of River Street in the city of Cadillac, Wexford County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CJ's Excavating Septic Service, Inc.	\$ 4,272,889.48	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 4,360,355.42	Same	2
Kamminga & Roodvoets, Inc.	\$ 4,390,762.02	\$ 4,390,902.02	3
Nagel Construction, Inc.	\$ 4,550,751.92	\$ 4,550,891.92	4
D.J. McQuestion & Sons, Inc.	\$ 5,061,065.78	\$ 5,061,155.78	5
Cadwell Brothers Construction Comp	\$ 5,550,434.89	Same	6
Rieth-Riley Construction Co., Inc.	\$ 5,610,278.12	\$ 5,610,368.12	7
Pyramid Paving & Contracting Co.			
M & M Excavating Co., Inc.			
Fisher Contracting Company			
Milbocker and Sons, Inc.			
Cordes Excavating, Inc.			
Dykema Excavators, Inc.			
C & D Hughes, Inc.			
Davis Construction, Inc.			
Hallack Contracting, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by three programs: The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and address spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments; The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; and the Transportation Enhancement Program, included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These particular funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Treatments provided in this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

100749A	
City of Cadillac	50.36 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	39.19 %
State Restricted Trunkline Funds	10.45 %
102633A	
Federal Highway Administration Funds	100 %
79356A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
81309A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety (a greater risk of accidents and injuries by not implementing the recommended safety treatments), increased vehicle maintenance and operational costs to the motoring public, and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and motorists operating costs with increased safety, efficiency, and capacity. It also reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and enhancement.

Zip Code: 49601.

48. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902032
 PROJECT EDDF 12555-76623, ETC
 LOCAL AGRMT. 08-5375, 08-5390
 START DATE - APRIL 01, 2009
 COMPLETION DATE - MAY 31, 2010

ENG. EST.
 \$ 3,815,661.52

LOW BID
 \$ 3,792,706.19

% OVER/UNDER EST.
 -0.60 %

1.88 mi of hot mix asphalt cold milling, resurfacing, reconstruction, curb and gutter, sewer and watermain replacement, pavement marking, and signing on US-12 from west of Quincy Grange Road easterly to east of Brown Street and on North Main Street from Jefferson Street easterly to West Park Street in the village of Quincy, Branch County. This project includes two 5 year materials and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 3,792,706.19	Same	1 **
Hoffman Bros., Inc.	\$ 3,816,532.47	Same	2
Peters Construction Co.	\$ 3,888,888.88	Same	3
Aggregate Industries-Central Region	\$ 3,951,764.13	Same	4
Kamminga & Roodvoets, Inc.	\$ 4,053,409.49	Same	5
Michigan Paving and Materials Co.	\$ 4,186,945.60	Same	6
Nashville Construction Company	\$ 4,202,910.65	Same	7
Balkema Excavating, Inc.	\$ 4,286,256.03	Same	8
Dunigan Brothers, Inc.	\$ 4,294,767.89	Same	9
Eastlund Concrete/Parrish Excavat.	\$ 4,382,176.36	Same	10
Cadwell Brothers Construction Comp.	\$ 4,662,874.20	Same	11
Milbocker and Sons, Inc.	\$ 4,855,713.97	Same	12
Bailey Excavating, Inc.			
Davis Construction, Inc.			
Robert Bailey Contractors, Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

76623A

Federal Highway Administration Funds	53.60 %
Village of Quincy	32.99 %
State Restricted Trunkline Funds	13.41 %

79093A

Federal Highway Administration Funds	81.85 %
Village of Quincy	1.04 %
State Restricted Trunkline Funds	17.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49082.

49.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902033	\$ 668,345.25	\$ 589,074.98
	PROJECT STG 84912-102324		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 05, 2009		
	COMPLETION DATE - MAY 07, 2010		-11.86 %

107.92 mi of non-freeway sign upgrading on US-31, M-37, US-131 and M-75, Antrim, Benzie, Charlevoix, Grand Traverse, and Kalkaska Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 589,074.98	Same	1 **
Martell Electric, LLC	\$ 617,422.20	Same	2
J & J Contracting, Inc.	\$ 629,449.75	Same	3
Sterling Sign Co. Inc.	\$ 638,701.20	Same	4
J. Ranck Electric, Inc.	\$ 640,454.15	Same	5
Bridge Tec Services, Corp.			
Midwest Bridge Company			
Highway Service Company, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

102324A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49646.

50. LETTING OF FEBRUARY 06, 2009 ENG. EST. LOW BID
 PROPOSAL 0902034 \$ 58,277.99 \$ 56,132.00
 PROJECT MER 64015-104878
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 06, 2009
 COMPLETION DATE - 15 working days -3.68 %

Emergency bridge rehabilitation consisting of structural steel retrofit, partial painting, and maintaining traffic on US-31 under US-31BL, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 56,132.00	Same	1 **
Midwest Bridge Company	\$ 58,446.50	Same	2
Anlaan Corporation	\$ 58,769.00	Same	3
J. Slagter & Son Construction Co.	\$ 60,736.00	Same	4
Seaway Painting, LLC	\$ 65,531.00	Same	5
Nance Construction, LLC	\$ 65,869.50	Same	6
Abhe & Svoboda, Inc.	\$ 235,651.50	Same	7
Atsalis Brothers Painting Company			
Bridge Tec Services, Corp.			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

104878A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49449.

51. LETTING OF FEBRUARY 06, 2009 ENG. EST. LOW BID
 PROPOSAL 0902035 \$ 8,218,507.32 \$ 7,398,272.16
 PROJECT CM 33045-87150, ETC
 LOCAL AGRMT. 08-5470, 08-5471, 08-5511 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 06, 2009 -9.98 %

4.01 mi of cold milling and hot mix asphalt resurfacing, ramp reconstruction, rehabilitation of 4 bridges and replacement and widening of 1 bridge on US-127/I-496 from I-96 to Trowbridge Road in the cities of Lansing and East Lansing, Ingham County. This project includes a 5 year materials and workmanship pavement warranty, a 3 year pavement performance warranty and a 2 year bridge painting warranty.

A 2009 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 7,398,272.16	Same	1 **
Walter Toebe Construction Co.	\$ 7,567,540.08	Same	2
J. Slagter & Son Construction Co.	\$ 7,697,201.00	Same	3
Midwest Bridge Company	\$ 7,964,123.29	Same	4
Anlaan Corporation	\$ 8,108,995.10	Same	5
Posen Construction, Inc.	\$ 8,459,330.09	Same	6
Hardman Construction, Inc.			
E. C. Korneffel Co.			
Milbocker and Sons, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by programs: MDOT's Bridge Preservation Program, the Capital Preventive Maintenance Program and The Congestion Mitigation and Air Quality (CMAQ) Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments. Reduction in transportation related emissions.

Funding Source:

100526A		
	Federal Highway Administration Funds	80.00 %
	City of Lansing	2.50 %
	State Restricted Trunkline Funds	17.50 %
103231A		
	Federal Highway Administration Funds	81.85 %
	City of Lansing	18.15 %
103261A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
87150A		
	Federal Highway Administration Funds	90.00 %
	City of Lansing	0.51 %
	State Restricted Trunkline Funds	9.49 %
87152A		
	Federal Highway Administration Funds	81.85 %
	City of Lansing	0.92 %
	State Restricted Trunkline Funds	17.23 %
87164A		
	City of East Lansing	0.29 %
	Federal Highway Administration Funds	90.00 %
	City of Lansing	0.85 %
	State Restricted Trunkline Funds	8.86 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Reduced roadway and vehicle maintenance costs. Less congestion.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48910.

52.	LETTING OF FEBRUARY 06, 2009 PROPOSAL 0902051 PROJECT MX 11015-105263 LOCAL AGRMT. 09-5019 START DATE - MARCH 09, 2009 COMPLETION DATE - MAY 21, 2009	ENG. EST. \$ 981,964.18	LOW BID \$ 897,826.79
			% OVER/UNDER EST. -8.57 %

0.03 mi of hot mix asphalt pavement, bridge removal and replacement of a precast culvert, channel relocation and approach work on Warren Dunes State Park Road over Painterville Creek in Warren Dunes State Park, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 897,826.79	Same	1 **
Milbocker and Sons, Inc.	\$ 965,436.03	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,054,099.99	Same	3
Anlaan Corporation	\$ 1,136,010.28	Same	4
Hardman Construction, Inc.	\$ 1,167,190.50	Same	5
J.E. Kloote Contracting, Inc.			
Posen Construction, Inc.			
J. Slagter & Son Construction Co.			
L.W. Lamb, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

105263A

100 %

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Selection: Low bid.

Zip Code: 49022.

53.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902015	\$ 3,266,490.00	\$ 2,837,585.50
	PROJECT STU 63459-104666		
	LOCAL AGRMT. 08-5498		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2009		-13.13 %

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
Florence Cement Company	\$ 2,837,585.50	Same 1 **
Angelo Iafrate Construction Company	\$ 2,855,294.80	Same 2
C & G Myers Construction, LLC	\$ 2,939,475.93	Same 3
Peter A. Basile Sons, Inc.	\$ 3,027,159.74	Same 4
Zito Construction Co.	\$ 3,068,260.04	Same 5
DiPonio Contracting, Inc.	\$ 3,084,366.00	Same 6
Stante Excavating Co., Inc.	\$ 3,085,077.70	Same 7
Pamar Enterprises, Inc.	\$ 3,101,445.50	Same 8
Cadillac Asphalt, LLC.	\$ 3,175,983.50	Same 9
L.J. Construction, Inc.	\$ 3,227,600.00	Same 10
John Carlo, Inc.	\$ 3,266,929.09	Same 11
Dan's Excavating, Inc.	\$ 3,277,393.73	Same 12
V.I.L. Construction, Inc.	\$ 3,316,957.50	Same 13
Fonson, Inc.	\$ 3,548,648.80	Same 14
ABC Paving Company		
Ajax Paving Industries, Inc.		
Six-S, Inc.		
L.A. Construction Corporation		
DeAngelis Landscape, Inc.		

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By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

104666A

Oakland County

18.15 %

Federal Highway Administration Funds

81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48356.

54. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902016
 PROJECT EDCF 41544-102272
 LOCAL AGRMT. 08-5325
 START DATE - APRIL 01, 2009
 COMPLETION DATE - AUGUST 28, 2009

ENG. EST.
 \$ 3,203,951.85

LOW BID
 \$ 2,768,288.41

% OVER/UNDER EST.
 -13.60 %

1.30 mi of hot mix asphalt road reconstruction, paving, culvert, storm sewer, bridge reconstruction, clearing, grading, concrete curb and gutter, guardrail, and pavement markings on Northland Drive from 13 Mile Road to 14 Mile Road (M-57), Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,768,288.41	Same	1 **
Dykema Excavators, Inc.	\$ 2,775,749.90	Same	2
Dean's Landscaping & Excavating	\$ 2,784,160.84	Same	3
C & D Hughes, Inc.	\$ 2,883,030.38	Same	4
Kamminga & Roodvoets, Inc.	\$ 2,895,533.06	Same	5
D.J. McQuestion & Sons, Inc.	\$ 2,936,305.98	Same	6
J. Slagter & Son Construction Co.	\$ 2,980,241.40	Same	7
Anlaan Corporation	\$ 3,072,605.51	Same	8
Davis Construction, Inc.	\$ 3,077,063.82	Same	9
Nashville Construction Company	\$ 3,189,591.33	Same	10
Diversco Construction Company Inc.	\$ 3,394,027.11	Same	11
Michigan Paving and Materials Co.			
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
C. A. Hull Co., Inc.			
Hardman Construction, Inc.			
Midwest Bridge Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102272A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49341.

55.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902017	\$ 962,156.25	\$ 828,676.77
	PROJECT STUL 61407-104252		
	LOCAL AGRMT. 08-5491		% OVER/UNDER EST.
	START DATE - APRIL 20, 2009		
	COMPLETION DATE - JUNE 19, 2009		-13.87 %

0.60 mi of hot mix asphalt reconstruction including earthwork, concrete curb and gutter, storm sewer, pavement markings, and signing on Harvey Street from Farr Road to Mount Garfield Road in the city of Norton Shores, Muskegon County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schippers Excavating, Inc.	\$ 828,676.77	Same	1 **
C & D Hughes, Inc.	\$ 845,996.94	Same	2
Jack Dykstra Excavating Inc.	\$ 849,814.85	Same	3
Milbocker and Sons, Inc.	\$ 868,308.93	Same	4
Brenner Excavating, Inc.	\$ 877,121.67	Same	5
Kamminga & Roodvoets, Inc.	\$ 881,352.44	Same	6
Hallack Contracting, Inc.	\$ 888,696.94	Same	7
Triangle Excavators, Inc.	\$ 916,444.20	Same	8
Nagel Construction, Inc.	\$ 928,117.31	Same	9
Davis Construction, Inc.	\$ 936,532.59	Same	10
D.J. McQuestion & Sons, Inc.	\$ 956,822.38	Same	11
Wadel Stabilization, Inc.	\$ 970,254.56	Same	12
Mead Bros. Excavating Inc.	\$ 996,289.26	Same	13
Dykema Excavators, Inc.	\$ 1,000,739.25	Same	14
Lodestar Construction, Inc.	\$ 1,043,594.70	Same	15
Diversco Construction Company Inc.	\$ 1,074,949.50	Same	16
Wyoming Excavators, Inc.	\$ 1,080,637.00	Same	17
Cadwell Brothers Construction Comp	\$ 1,081,407.85	Same	18
Nashville Construction Company	\$ 1,082,611.11	Same	19
Connan Inc.	\$ 1,153,165.40	Same	20
CJ's Excavating Septic Service, Inc.			
Michigan Paving and Materials Co.			
Weick Bros., Inc.			

20 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

104252A

Federal Highway Administration Funds	81.85 %
City of Norton Shores	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49444.

56. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902018
 PROJECT MCS 81016-86444
 LOCAL AGRMT. 08-5486
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 28, 2009

ENG. EST.
 \$ 931,421.80

LOW BID
 \$ 891,780.27

% OVER/UNDER EST.
 -4.26 %

Removal of existing structure, construction of a prestressed, post-tensioned concrete box beam bridge, and related approach work on Plymouth Road over Fleming Creek, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 891,780.27	Same	1 **
Walter Toebe Construction Co.	\$ 921,495.50	Same	2
Davis Construction, Inc.	\$ 932,001.00	Same	3
Anlaan Corporation	\$ 933,937.17	Same	4
Posen Construction, Inc.	\$ 951,451.51	Same	5
Milbocker and Sons, Inc.	\$ 960,330.92	Same	6
Dan's Excavating, Inc.	\$ 1,016,902.36	Same	7
E.T. MacKenzie Company	\$ 1,072,160.46	Same	8
E. C. Korneffel Co.	\$ 1,092,994.52	Same	9
C. A. Hull Co., Inc.	\$ 1,207,189.46	Same	10
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86444A

Washtenaw County	5.03 %
State Restricted Trunkline Funds	94.97 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49630.

58. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902020
 PROJECT STUL 11413-46087
 LOCAL AGRMT. 08-5478
 START DATE - APRIL 15, 2009
 COMPLETION DATE - 10 working days

ENG. EST.	LOW BID
\$ 180,628.00	\$ 133,312.95
% OVER/UNDER EST.	
	-26.19 %

0.88 mi of hot mix asphalt resurfacing and aggregate shoulders on East Empire Avenue from Benton Harbor city limits to Crystal Avenue, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 133,312.95	Same	1 **
Michigan Paving and Materials Co.	\$ 157,592.90	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

46087A	
Berrien County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49022.

59. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902021 ENG. EST. LOW BID
 \$ 80,668.40 \$ 77,869.40
 PROJECT SRSI 38075-102831
 LOCAL AGRMT. 08-5454 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 12, 2009 -3.47 %

0.75 mi of concrete sidewalk on South Union Street at George Long Elementary School in the village of Grass Lake, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 77,869.40	Same	1 **
Goretski's Construction Company	\$ 88,864.08	Same	2
Aggregate Industries-Central Region	\$ 90,010.68	Same	3
Jackson Contracting	\$ 96,238.23	Same	4
Lacaria Construction, Inc.	\$ 96,378.90	Same	5
Doan Construction Company	\$ 98,999.00	Same	6
Sanches Construction Company, Inc.	\$ 103,704.80	Same	7
TCI, Inc. of Michigan	\$ 107,535.90	Same	8
Eastlund Concrete Construction	\$ 108,829.00	Same	9
Doug Dysert Poured Walls, LLC	\$ 112,130.25	Same	10
E.T. MacKenzie Company	\$ 139,825.70	Same	11
Northern Construction Services, Co.			
Snowden, Inc.			
Bridge Tec Services, Corp.			
Tri-Valley Landscaping, Inc.			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated under the Safe Routes to Schools Program in Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, infrastructure improvements will be made to encourage and enable students and pedestrians to walk and bicycle to school.

Funding Source:

102831A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49240.

60.	LETTING OF FEBRUARY 06, 2009 PROPOSAL 0902026 PROJECT STU 82457-104122 LOCAL AGRMT. 08-5419 START DATE - APRIL 15, 2009 COMPLETION DATE - AUGUST 31, 2009	ENG. EST. \$ 1,509,325.16 	LOW BID \$ 1,458,306.44 % OVER/UNDER EST. -3.38 %
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1.65 mi of concrete road reconstruction including storm sewer, watermain, concrete paving, sidewalk and ramps, and restoration on Oak Street from 11th Street to 3rd Street in the city of Wyandotte, Wayne County.

30.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,458,306.44	Same	1 **
DeAngelis Landscape, Inc.	\$ 1,594,695.00	Same	2
Peter A. Basile Sons, Inc.	\$ 1,595,208.52	Same	3
Six-S, Inc.	\$ 1,625,262.92	\$ 1,597,043.13	4
Pamar Enterprises, Inc.	\$ 1,598,500.76	Same	5
Florence Cement Company	\$ 1,671,132.30	Same	6
John Carlo, Inc.	\$ 1,672,801.70	Same	7
Doan Construction Company	\$ 1,677,092.05	Same	8
Verdeterre Contracting, Inc.	\$ 1,690,347.35	Same	9
V.I.L. Construction, Inc.	\$ 1,750,776.61	Same	10
ABC Paving Company	\$ 1,797,991.79	Same	11
DiPonio Contracting, Inc.			
Snowden, Inc.			
Major Cement Company			
Angelo Iafrate Construction Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

104122A

Federal Highway Administration Funds	66.22 %
City of Wyandotte	33.78 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48192.

Removal of a two span bridge, construction of a prestressed, spread concrete box beam bridge and related approach work on Main Street over Crockery Creek in the village of Ravenna, Muskegon County.

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

89667A

Village of Ravenna

5.05 %

State Restricted Trunkline Funds

94.95 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.
Selection: Low bid.
Zip Code: 49451.

62.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902030	\$ 363,622.30	\$ 335,250.02
	PROJECT BRO 58006-89663		
	LOCAL AGRMT. 08-5493		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 24, 2009		-7.80 %

Removal of existing structure and construction of a prestressed, post tensioned box beam bridge with related approach work on Finzel Road over Stony Creek Overflow in Exeter Township, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 335,250.02	Same	1 **
K & S Piling Company	\$ 340,704.65	Same	2
E. C. Korneffel Co.	\$ 377,099.73	Same	3
Posen Construction, Inc.	\$ 413,503.44	Same	4
Heystek Contracting Inc.	\$ 413,513.55	Same	5
Davis Construction, Inc.	\$ 437,249.69	Same	6
Walter Toebe Construction Co.	\$ 467,460.33	Same	7
S.L. & H. Contractors, Inc.	\$ 554,916.85	Same	8
J. Slagter & Son Construction Co.			
Jackson Steel Construction, Inc.			
Anlaan Corporation			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89663A		
Monroe County	5.00	%
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	15.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48117.

63. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902036
 PROJECT STUL 13411-101243
 LOCAL AGRMT. 08-5487
 START DATE - APRIL 21, 2009
 COMPLETION DATE - OCTOBER 01, 2010

ENG. EST.	LOW BID
\$ 1,847,537.16	\$ 1,545,897.76
% OVER/UNDER EST.	
	-16.33 %

0.56 mi of road reconstruction including hot mix asphalt paving, sanitary and storm sewer, watermain work, concrete curb, gutter and sidewalk, and signal upgrades on Emmett Street from Hazel Street to Freemont Street in the city of Battle Creek, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 1,545,897.76	Same	1 **
Peters Construction Co.	\$ 1,555,555.55	Same	2
Bultema Brothers Road Contractors	\$ 1,648,167.69	Same	3
Concord Excavating & Grading, Inc.	\$ 1,733,260.72	Same	4
C & D Hughes, Inc.	\$ 1,735,848.47	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,757,984.02	Same	6
Balkema Excavating, Inc.	\$ 1,835,080.45	Same	7
Nashville Construction Company	\$ 2,006,110.21	Same	8
Cadwell Brothers Construction Comp	\$ 2,170,011.28	Same	9
Robert Bailey Contractors, Inc.			
Northern Construction Services, Co.			
Milbocker and Sons, Inc.			
Davis Construction, Inc.			
Rohde Brothers Excavating, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

101243A

City of Battle Creek	40.06 %
Federal Highway Administration Funds	59.94 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49015.

64. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902037
 PROJECT BRO 12013-86382
 LOCAL AGRMT. 08-5492
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2009

ENG. EST.
 \$ 823,660.50

LOW BID
 \$ 692,221.90

% OVER/UNDER EST.
 -15.96 %

Removal of existing structure and construction of a post-tensioned, prestressed concrete box beam bridge and related approach work on Quimby Road over Wright Lake Channel, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 692,221.90	Same	1 **
E.T. MacKenzie Company	\$ 701,703.03	Same	2
Milbocker and Sons, Inc.	\$ 719,607.63	Same	3
Davis Construction, Inc.	\$ 773,930.13	Same	4
Nashville Construction Company	\$ 779,041.66	Same	5
J.E. Kloote Contracting, Inc.	\$ 826,702.78	Same	6
Anlaan Corporation	\$ 848,401.40	Same	7
Posen Construction, Inc.	\$ 862,905.94	Same	8
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			
Kamminga & Roodvoets, Inc.			
Heystek Contracting Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86382A

Branch County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49036.

65.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902040	\$ 2,168,787.66	\$ 1,653,928.21
	PROJECT STUL 39405-89460		
	LOCAL AGRMT. 08-5485		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2011		-23.74 %

0.81 mi of road reconstruction for center turn lanes, hot mix asphalt paving, concrete curb and gutter, storm and sanitary sewer, concrete sidewalks, signal installation, and landscaping on West Milham Avenue from Angling Road easterly to Oakland Drive in the city of Portage, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Balkema Excavating, Inc.	\$ 1,653,928.21	Same	1 **
Hoffman Bros., Inc.	\$ 1,714,167.97	Same	2
Brenner Excavating, Inc.	\$ 1,765,529.06	Same	3
Peters Construction Co.	\$ 1,772,563.81	Same	4
Milbocker and Sons, Inc.	\$ 1,800,044.57	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,829,098.25	Same	6
Northern Construction Services, Co.	\$ 1,836,434.49	Same	7
Bultema Brothers Road Contractors	\$ 1,837,628.30	Same	8
Robert Bailey/Kent Companies	\$ 1,845,562.13	cannot total	n/c
C & D Hughes, Inc.	\$ 1,923,973.42	Same	9
Nashville Construction Company	\$ 2,056,604.94	Same	10
Nagel Construction, Inc.	\$ 2,129,130.60	Same	11
Diversco Construction Company Inc.			
Kalin Construction Co., Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89460A

Federal Highway Administration Funds	76.45 %
City of Portage	23.55 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49001.

66.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902041	\$ 2,144,879.50	\$ 1,775,160.98
	PROJECT BRT 79013-86285		
	LOCAL AGRMT. 08-5464		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2009		-17.24 %

Bridge removal and replacement, hot mix asphalt approaches and guardrail on Chambers Road at Cass River, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 1,775,160.98	Same	1 **
Posen Construction, Inc.	\$ 2,013,928.04	Same	2
Milbocker and Sons, Inc.	\$ 2,123,680.50	Same	3
C. A. Hull Co., Inc.	\$ 2,184,452.66	Same	4
Anlaan Corporation	\$ 2,200,352.13	Same	5
Walter Toebe Construction Co.	\$ 2,253,299.46	Same	6
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
S.L. & H. Contractors, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86285A

Tuscola County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48723.

67.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902042	\$ 1,389,954.00	\$ 1,404,963.65
	PROJECT STE 41056-103421		
	LOCAL AGRMT. 08-5503		% OVER/UNDER EST.
	START DATE - APRIL 06, 2009		
	COMPLETION DATE - JUNE 26, 2009		1.08 %

0.75 mi of decorative street lighting, brick pavers, hot mix asphalt resurfacing, irrigation, sanitary sewer, concrete sidewalks, and tree plantings on Division Street from State Street to the Nash Creek Bridge and along Union Street from Division Street to the Nash Creek Bridge in the village of Sparta, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,404,963.65	Same	1 **
Nagel Construction/Key Construction	\$ 1,465,280.00	Same	2
Eastlund Concrete/American Asphalt	\$ 1,467,727.40	Same	3
Rieth-Riley Construction Co., Inc.	\$ 1,742,131.00	Same	4
Michigan Paving and Materials Co.			
Eastlund Concrete Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

103421A

Federal Highway Administration Funds	29.87 %
(Transportation Enhancement Funds)	

Village of Sparta	70.13 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49345.

68. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902043
 PROJECT BRT 13001-89196
 LOCAL AGRMT. 08-5461
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2009

ENG. EST.
 \$ 722,784.70

LOW BID
 \$ 667,457.07

% OVER/UNDER EST.
 -7.65 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on North Clinton Street over Kalamazoo River in the city of Albion, Calhoun County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 667,457.07	Same	1 **
Nashville Construction Company	\$ 674,999.26	Same	2
K & S Piling Company	\$ 690,352.08	Same	3
Anlaan Corporation	\$ 697,844.96	Same	4
E.T. MacKenzie Company	\$ 699,847.11	\$ 699,780.61	5
Milbocker and Sons, Inc.	\$ 721,182.01	Same	6
J.E. Kloote Contracting, Inc.	\$ 733,950.00	Same	7
Walter Toebe Construction Co.	\$ 743,225.64	Same	8
J. Slagter & Son Construction Co.			
L.W. Lamb, Inc.			
Mead Bros. Excavating Inc.			
Kamminga & Roodvoets, Inc.			
S.L. & H. Contractors, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89196A

City of Albion	6.03 %
Federal Highway Administration Funds	79.13 %
State Restricted Trunkline Funds	14.84 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49224.

69. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902044 ENG. EST. \$ 603,870.98 LOW BID \$ 477,120.64
 PROJECT STH 49609-102137
 LOCAL AGRMT. 08-5465 % OVER/UNDER EST.
 START DATE - MAY 04, 2009
 COMPLETION DATE - SEPTEMBER 01, 2009 -20.99 %

2.02 mi of subgrade undercutting, earth excavation, embankment, subbase, aggregate surface course, culvert replacement, and slope restoration on Pleasant Avenue from Platzer Road northerly to McKelvey Road, Mackinac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 477,195.64	\$ 477,120.64	1 **
Rieth-Riley Construction Co., Inc.	\$ 493,158.59	Same	2
Payne & Dolan, Inc.	\$ 499,881.35	\$ 499,806.35	3
Norris Contracting, Inc.	\$ 500,187.70	Same	4
Katterman Trucking, Inc.	\$ 523,023.50	Same	5
Mead Bros. Excavating Inc.	\$ 539,035.88	Same	6
Fox Excavating, Inc.	\$ 541,256.00	Same	7
M & M Excavating Co., Inc.	\$ 542,339.85	Same	8
L.J. Construction, Inc.	\$ 549,206.50	Same	9
Bacco Construction Company	\$ 557,186.20	Same	10
Hebert Construction Company	\$ 563,684.28	Same	11
MDC Contracting, LLC	\$ 578,952.41	Same	12
Smith Paving, Inc.	\$ 630,756.25	Same	13
Wonsey Tree Service, Inc.			
A. Lindberg & Sons, Inc.			
Oberstar Inc.			

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102137A

Mackinac County	20.96 %
Federal Highway Administration Funds	79.04 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49827.

70. LETTING OF FEBRUARY 06, 2009
 PROPOSAL 0902045
 PROJECT EDCF 50004-56565, ETC
 LOCAL AGRMT. 08-5495
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2010

ENG. EST.
 \$ 4,181,422.00

LOW BID
 \$ 4,166,299.88

% OVER/UNDER EST.
 -0.36 %

0.89 mi of concrete road reconstruction including pavement removal, station grading, storm sewer, drainage structures, sanitary sewer and watermain relocation, concrete pavement with concrete curb and gutter, and pavement markings on Romeo Plank Road from 19 Mile Road to Hall Road and bridge removal and replacement along with related approach work on Romeo Plank Road at Gloede Drain, Macomb County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 4,166,299.88	Same	1 **
Six-S, Inc.	\$ 4,228,016.30	Same	2
Angelo Iafrate Construction Company	\$ 4,249,488.87	Same	3
Dan's Excavating, Inc.	\$ 4,272,631.72	Same	4
John Carlo, Inc.	\$ 4,378,889.35	Same	5
Zito Construction Co.	\$ 4,832,506.90	Same	6
Florence Cement Company	\$ 5,718,350.12	Same	7
ABC Paving Company			
DiPonio Contracting, Inc.			
J. Slagter & Son Construction Co.			
Ajax Paving Industries, Inc.			
Posen Construction, Inc.			
C. A. Hull Co., Inc.			
V.I.L. Construction, Inc.			
Milbocker and Sons, Inc.			
Walter Toebe Construction Co.			
Anlaan Corporation			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge and the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

105331A		
Macomb County	20.00 %	
Federal Highway Administration Funds	80.00 %	
56565A		
Macomb County	12.35 %	
State Restricted Trunkline Funds	87.65 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services. In addition, the federal funds for the project must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement and road construction with new lanes.

Selection: Low bid.

Zip Code: 48038.

71.	LETTING OF FEBRUARY 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0902046	\$ 331,338.40	\$ 326,701.19
	PROJECT HPSSL 55002-100252		
	LOCAL AGRMT. 08-5484		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2009		-1.40 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 557 over Big Cedar River, Menominee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 326,701.19	Same	1 **
Snowden, Inc.	\$ 345,842.51	Same	2
Yalmer Mattila Contracting, Inc.	\$ 404,513.50	Same	3
Zenith Tech, Inc.			
J. Slagter & Son Construction Co.			
Oberstar Inc.			
A. Lindberg & Sons, Inc.			
Bacco Construction Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100252A

Menominee County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49874.

3.25 mi of hot mix asphalt base crushing and shaping, asphalt emulsion stabilized base, hot mix asphalt pavement, tree removal, drainage improvements, earthwork and slope restoration on North Williamston Road from Sherwood Road to Haslett Road and from Sherwood Road southerly to the Williamston city limits, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,145,873.62	Same	1 **
Michigan Paving and Materials Co.	\$ 1,161,109.82	Same	2
D.J. McQuestion & Sons, Inc.	\$ 1,223,375.48	Same	3
Aggregate Industries-Central Region	\$ 1,250,693.01	Same	4
Nashville Construction Company	\$ 1,265,223.72	Same	5
Novak Construction	\$ 1,277,583.14	Same	6
Rieth-Riley Construction Co., Inc.	\$ 1,297,517.58	Same	7
Cadwell Brothers Construction Comp	\$ 1,350,340.63	Same	8
Wadel Stabilization, Inc.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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Funding Source:

59627A

Ingham County	20.00 %
Federal Highway Administration Funds	80.00 %

89078A

Ingham County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48895.

EXTRAS

73. **Extra 2009 - 020**

Control Section/Job Number: 70407-84362 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Brenner Excavating, Inc.
2841 132nd Avenue
Hopkins, MI 49328

Designed By: FTC&H
Engineer's Estimate: \$442,880.60

Description of Project:

0.78 miles of road reconstruction including hot mix asphalt paving, concrete curb, gutter and sidewalk, drainage structure adjustments and pavement markings on Waverly Avenue from Albee Street to east of Friant Street in the city of Grand Haven, Ottawa County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	October 31, 2007	
Original Contract Amount:	\$399,755.46	
Total of Overruns/Changes (Approved to Date):	12,952.12	+ 3.24%
Total of Extras/Adjustments (Approved to Date):	39,830.60	+ 9.96%
Total of Negative Adjustments (Approved to Date):	(21,151.87)	- 5.29%
THIS REQUEST	<u>14,841.70</u>	<u>+ 3.71%</u>
Revised Total	<u>\$446,228.01</u>	+ 11.62%

Offset Information

Total Offsets This Request	(\$3,168.60)	- 0.79%
Net Revised Request	\$11,673.10	+ 2.92%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.91% over the original budget for an **Authorized to Date Amount** of \$431,386.31.

Approval of this extra will place the authorized status of the contract 11.62% or \$46,472.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2, 4 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2		
HMA, 4C Adjustment	1,127.000 Ton @ \$1.80/Ton	\$2,028.60
Sidewalk Ramp, ADA – Cast Iron	200.000 Sft @ \$41.15/Sft	8,230.00
Total		<u>\$10,258.60</u>

CM 2 Offset Information		
HMA, 4E3 Adjustment	-1,127.000 Ton @ \$1.80/Ton	(\$2,028.00)
Sidewalk Ramp, ADA	-200.00 Sft @ \$5.70/Sft	(1,140.00)
Total		<u>(\$3,168.60)</u>

CM 4		
Curb and Gutter, Rem	196.500 Ft @ \$3.40/Ft	\$668.10
Driveway, Nonreinf Conc, 6 inch Special	60.610 Syd @ \$31.00/Syd	1,878.91
Sidewalk, Conc, 4 inch Adjustment	149.900 Sft @ \$0.40/Sft	59.96
Sidewalk Ramp, ADA Cast Iron	20.000 Sft @ \$41.15/Sft	823.00
Rem Curing Compound, for Spec Mrkg	87.500 Sft @ \$1.75/Sft	153.13
Water Shutoff, Adj Case 1	8.000 Ea @ 125.00/Ea	1,000.00
Total		<u>\$4,583.10</u>

Grand Total	<u>\$14,841.70</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 2

This project included a coordination clause with a project that the City of Grand Haven was letting in March of 2008. The coordination clause indicated that the road contractor would need to complete some removals in areas and then leave the area for the utility work contract. It also mentioned that some of the quantities may change due to this coordination. Once the other project was determined the engineer met with the contractor to talk about the change in quantities and items due to the utility work. Due to some of the changes in quantities the engineer agreed that some of the items should be adjusted.

The hot mix asphalt (HMA) on the project was one of the items that needed to be adjusted. This was completed on contract modification 1 but the wrong item was used for the adjustment. It should have been a 4C item not a 4E3 item. The engineer agreed that the items should be adjusted as indicated in Section 103.02.B of the 2003 Standard Specifications for Construction and this was completed on contract modification 1.

The new adjustment is now set up on this contract modification. The engineer agreed that the items should be adjusted, as noted above, to cover the contractor's increased cost due to the change in the quantities. The extra cost for HMA, 4C Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs. The cost is completely offset by a reduction in the original adjustment, noted above.

After the project was let, the standard for Americans with Disabilities Act (ADA) requirements changed. The use of stamped domes was no longer allowed on sidewalk ramps. The engineer directed the contractor to change the domes to a cast iron dome. The extra cost for Sidewalk Ramp, ADA-Cast Iron was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The cost is partially offset by a reduction in the original item, noted above.

CM 4

Due to the coordination with the utility contract (noted above in the paragraph for contract modification 2) several other items were needed. This included the curb and gutter removal, the non-reinforced 6 inch driveway and the 4 inch concrete sidewalk. The engineer agreed that the items should be adjusted to cover the contractor's decreased cost due to the change in the quantities as indicated in Section 103.02.B of the 2003 Standard Specifications for Construction. . The extra cost for Curb and Gutter, Rem Special; Driveway, Nonreinf Conc, 6 inch Special and Sidewalk, Conc, 4 inch Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for the decreased costs. The costs were completely offset by a reduction in the original item included on contract modification 1.

The item for the cast iron sidewalk ramp was discussed on contract modification 2 and now represents the amount needed to date for the item Sidewalk Ramp, ADA Cast Iron.

The plans did not include a pay item for removing the curing compound for special pavement markings. The engineer directed the contractor to remove the curing compound. The extra cost for Rem Curing Compound, for Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans did not include a pay item for adjusting water shut off valves. The engineer directed the contractor to adjust the shut off valves to the grade of the road. The extra cost for Water Shutoff, Adj Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 30, 2009, meeting, and is now recommended for approval by the State Administrative Board on February 17, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Grand Haven, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49417.

74. **Extra 2009 - 27**

Control Section/Job Number: 39014-81325 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation
P.O. Box 333
Ferryburg, MI 49409

Designed By: Parsons
Engineer's Estimate: \$2,751,360.85

Description of Project:

0.28 miles of bridge replacement widening, hot mix asphalt paving, culverts, concrete curb and gutter, and guardrail on Parkview Avenue over US-131, Kalamazoo County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 8, 2007	
Original Contract Amount:	\$2,859,511.61	
Total of Overruns/Changes (Approved to Date):	83,435.73	+ 2.92%
Total of Extras/Adjustments (Approved to Date):	207,288.36	+ 7.25%
Total of Negative Adjustments (Approved to Date):	(4,032.78)	- 0.14%
THIS REQUEST	<u>7,475.56</u>	<u>+ 0.26%</u>
Revised Total	<u>\$3,153,678.48</u>	+ 10.29%

Offset Information

Total Offsets This Request	(\$2,490.00)	- 0.09%
Net Revised Request	\$4,985.56	0.17%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.03% over the original budget for an **Authorized to Date Amount** of \$3,146,202.92.

Approval of this extra will place the authorized status of the contract 10.29% or \$294,166.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-193	5 r. 2	\$170,414.64	12/16/08

Contract Modification Number(s): 8 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Ero Con, Maintenance, Sediment Removal	3.060 Cyd @ \$13.50/Cyd	\$41.31
HMA, 5E3, Price Adjustment		3,116.15
Relocate Downspouts		1,703.03
Conduit, Schedule 40, 2 inch	748.500 Ft @ \$3.00/Ft	2,245.50
Soil Erosion and Sedimentation Ctrl Adj		<u>369.57</u>
Total		<u>\$7,475.56</u>

CM 8 Offset Information

Conduit, Galv Steel, 2 inch	-498.000 Ft @ \$5.00/Ft	<u>(\$2,490.00)</u>
Total		<u>(\$2,490.00)</u>

Net Revised CM 8 Request**\$4,985.56****Grand Total****\$7,475.56****Reason(s) for Extra(s)/Adjustment(s):****CM 8**

The engineer determined that sediment needed to be removed from the erosion control devices to keep them functioning properly. The engineer directed the contractor to remove the sediments. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Ero Con, Maintenance, Sediment Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price index.

The plans indicated that hot mix asphalt (HMA) 5E3 would be used on the project but did not include the type of binder needed for the mix. The contractor proposed to use 58-28 but the engineer directed the contractor to use 70-22. This item is being set up to adjust the original item, this extra is only for the change in the binder. The extra cost for HMA, 5E3, Price Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price index.

The plans indicated the location for the downspouts on the bridge and the contractor installed them at the locations shown on the plans. It was then determined that they would interfere with the proposed expansion joints. The engineer directed the contractor to move the downspouts. The extra cost for Relocate Downspouts is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction

The plans indicated that a galvanized steel conduit should be used on the bridge. The engineer determined that a schedule 40 PVC conduit could be used in place of the galvanized steel conduit. The engineer directed the contractor to change the type of conduit. The extra cost for Conduit, Schedule 40, 2 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price index. The extra cost is completely offset by a reduction in the original bid item noted above.

An area of the project was completed as per the plans and subsequently damaged by rain. The engineer determined that the damage was not caused by the contractor. The engineer directed the contractor to fix the area. The extra cost for Soil Erosion and Sedimentation Ctrl Adj is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on February 17, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 67.97%; State Restricted Trunkline, 18.39%; Kalamazoo County, 13.29%; AT&T, 0.35%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48909.

75. **Extra 2009 - 28**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	2,108,528.88	+ 4.01%
Total of Extras/Adjustments (Approved to Date):	4,094,000.74	+ 7.79%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>187,703.72</u>	<u>+ 0.36%</u>
Revised Total	<u>\$58,952,471.07</u>	+ 12.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.80% over the original budget for an **Authorized to Date Amount** of \$58,764,767.35.

Approval of this extra will place the authorized status of the contract 12.16% or \$6,390,233.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08
2008-117	53 r. 1	\$9,733.71	08/19/08
2008-155	49 r. 2, 50 r. 2, 52 r. 1	\$557,587.69	10/07/08
2009-001	55	\$109,569.63	01/20/09

Contract Modification Number(s): 56

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 56**51492A**

Core Backwall S-35 Work Order #003		\$3,402.00
Lighting Controller, 8 Mile & Motor Dr	1.000 Ea @ \$3,008.57/Ea	3,008.57
Overhang Lighting, Rem & Salvage		28,921.52
Pumps, Design Change		17,120.10
Hh, Replace Cover Bolt Down Lids for Castings	39.000 Ea @ \$761.25/Ea	29,688.75

72402A

10000w Replacement Ballasts and Lamps	1.000 Ea @ \$4,818.75/Ea	4,818.75
DMS, Mt. Vernon, Control Cabinet		1,525.20
Rolling Lane Closure		1,700.00

75229A

Ground Rods Lighting Control Panels		1,749.20
Light Service D-04		37,330.87
St Stl Disconnects Pumphouses		58,438.76
Total		<u>\$187,703.72</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 56

The engineer determined that the back wall on S-35 needed to be cored to allow conduit to be put through the back wall. Three cores were set up on contract modification 6 and now an additional 4 are being added. The extra cost for Core Backwall S-35 Work Order #003 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

The engineer directed the contractor to remove the existing controller and meter from the new rack and extend the electric feed to the lighting panel. The extra cost for Lighting Controller, 8 Mile & Motor Dr is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

While removing the retaining wall overhang on M-10 the engineer directed the contractor to remove, salvage, and reinstall the lights. This work included the associated wiring, conduit, and hand holes. The extra cost for Overhang Lighting, Rem & Salvage is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to move the control cabinets. To complete this work some of the pumps needed to be changed. The extra cost for Pumps, Design Change is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the need to install hand holes for the electric wiring in the freeway median shoulder, and the likelihood that traffic will run over these, the engineer directed the contractor to bolt these covers down from stations 68+00 to 382+50. Costs for the time, equipment, and materials necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

Due to an over-voltage from the Evergreen transformer, the engineer directed the contractor to replace the freeway lighting that was damaged. To replace the ballasts and lamps the engineer required a rolling lane closure with truck mounted attenuators. The extra costs for 10000w Replacement Ballasts and Lamps and Rolling Lane Closure were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

The engineer directed the contractor to relocate the remote programmer to the Mount Vernon controller cabinet, and install new communication cables to the digital message sign. The extra cost for DMS, Mt. Vernon, Control Cabinet is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

DLEG requested additional ground rods and ground wire at each lighting control panel. This additional work was not indicated on the plans. The extra cost for Ground Rods Lighting Control Panels is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to reroute the electrical feed at the Evergreen pump station. This work included directional boring in conduit, removing and replacing the service rack, and installing new wire. The extra cost for Light Service D-04 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The state electric inspector required stainless steel disconnects to be used at the four pump stations. Costs for the time, equipment, and materials necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, the actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on February 17, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

51492A: FHWA, 80.00 %; State Restricted Trunkline, 18.71 %; City of Southfield, 1.07 %;
City of Detroit, 0.22 %

60336A: FHWA, 81.85 %, City of Southfield, 1.97 %, State Restricted Trunkline, 16.18 %;

72402A: FHWA, 81.85 %; State Restricted Trunkline, 16.12 %; City of Southfield, 2.03 %.

75229A: FHWA, 81.78 %; State Restricted Trunkline, 16.11 %; City of Southfield, 1.51%;
City of Detroit, 0.60 %, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

OVERRUN

76. **Overrun 2009 - 06**

Control Section/Job Number: 16091-59468 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Payne & Dolan, Inc.
P O Box 351
Gladstone, MI 49837

Designed By: MDOT

Engineer's Estimate: \$6,269,482.22

Description of Project:

4.70 miles of rubblizing existing concrete pavement, hot mix asphalt overlay, freeway ramp reconstruction, and guardrail upgrading on I-75 from the old New York Central Railroad bridge northerly to Topinabee Mail Route, Cheboygan County. This project includes two 5 year material and workmanship pavement warranties.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	January 3, 2007	
Original Contract Amount:	\$6,190,185.53	
Total of Overruns/Changes (Approved to Date):	619,018.55	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	60,226.55	+ 0.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>180,623.63</u>	+ <u>2.92%</u>
Revised Total	<u>\$7,050,054.26</u>	+ 13.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.97% over the original budget for an **Authorized to Date Amount** of \$6,869,430.63.

Approval of this overrun will place the authorized status of the contract 13.89% or \$859,868.73 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 4E10	3,594.50 Ton @ \$50.25/Ton	<u>\$180,623.63</u>
Total		<u>\$180,623.63</u>

Reason(s) for Overrun(s):

The existing cross-section varied in many locations from what was determined during the design. This led to increases in the hot mix asphalt wedge material. This material was needed to correct the super-elevation and to correct the cross-section from parabolic to a normal 2 percent crown. This caused an overrun in the original bid item HMA, 4E10.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on February 17, 2009.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49749.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
February 10, 2009

Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of February 11, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held February 11, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Berger moved to adjourn the meeting. The motion was supported by Mr. Hank and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON